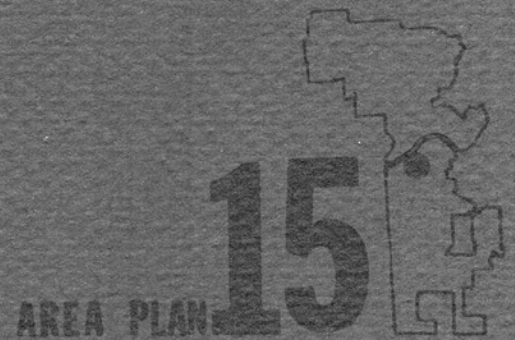


RIVERFRONT AREA PLAN



APPROVED BY
CITY PLAN COMMISSION JUNE 6, 1978
CITY COUNCIL AUGUST 10, 1978
KANSAS CITY, MISSOURI

PREPARED BY
CITY DEVELOPMENT DEPARTMENT

OUTLINE OF THE COMPREHENSIVE PLAN

FOR

KANSAS CITY, MISSOURI

The comprehensive plan for Kansas City consists of four groups of reports identifying the requirements for giving order and purpose to the City's form and change. Ranging from broad values to specific programs, the reports are grouped according to four levels of consideration: Citywide Viewpoint, Strategies Plans, General Plans, and Project Plans.

Part I - Citywide Viewpoint

One report provides a statement of four related segments: factors and assumptions of population, economic, and development change within the city over the next twenty-five years; the elements of citywide development; alternative development concepts; and a plan of actions to be carried out over the next five years.

Part II - Strategy Plans

A series of reports provides statements of citywide needs and how these needs can be accomplished over the next one to twenty-five years within seven functional areas: housing, economic development, urban design, environment, new development, conservation and redevelopment, and development resources.

Part III - General Plans

Part III consists of two types of plans: function plans and area plans.

Section A - Function Plans

Each report in this section provides a citywide plan for one of these major urban functions: land use, fire and police facilities, parks and recreation, water and sewerage facilities, highway transportation, non-highway transportation, and natural resources, preservation and conservation.

Section B - Area Plans

The plans of this section discuss the full range of urban functions and proposed actions for each of forty-six areas covering the entire City. These reports are intended for wide public distribution.

Part IV - Project Plans

These reports, along with accompanying sketches, maps and drawings, provide physical development plans for smaller areas ranging in size from several specific blocks to a single parcel of land ownership. Project plans are prepared as a result of community interest, neighborhood concerns, rezoning or subdivision actions, major public improvements, land development by private developers, or conservation or rehabilitation activity.

RIVERFRONT AREA PLAN

CITY DEVELOPMENT DEPARTMENT
KANSAS CITY, MISSOURI 64106

August 1978

Authenticated as Passed This

AUG 10 1978

CHARLES B. WHEELER, Mayor

49413

Charles B. Wheeler, City Clerk

A RESOLUTION

THIS RESOLUTION ADOPTED
EFFECTIVE IMMEDIATELY

1. ~~APPROVING THE RIVERFRONT AREA PLAN AS A GUIDE FOR DEVELOPMENT~~
WITHIN THE ~~RIVERFRONT AREA~~ BEING THAT PART OF KANSAS CITY,
MISSOURI, BOUNDED ON THE WEST BY PASEO MIDTOWN FREEWAY, ON
THE NORTH BY THE MISSOURI RIVER, ON THE EAST BY CHOUTEAU
TRAFFICWAY, AND ON THE SOUTH BY THE MISSOURI PACIFIC RAILROAD
TRACKS.

WHEREAS, the City Development Department has conducted a
study delineating the characteristics of the Riverfront Area;
and

WHEREAS, as a result of said study, the City Development
Department has suggested a guide for reinforcement of the in-
dustrial commitment and for the livability of the residential
neighborhood and developed a policy to help stabilize the neighbor-
hood; and

WHEREAS, the City Development Department has incorporated
its findings in the Riverfront Area Plan; and

WHEREAS, legal notice of the hearing before the City Plan
Commission was published on May 22, 1978, in conformity with
state and local law; and

WHEREAS, the City Plan Commission did hold a public hearing
on June 6, 1978; and

WHEREAS, the City Plan Commission did recommend approval of
the Riverfront Area Plan on June 6, 1978; and

WHEREAS, the City Plan Commission recommends that the City
Council adopt a resolution approving the Riverfront Area Plan as
a guide for industrial development and stabilization of the
neighborhood within the Riverfront Area Plan, being that part of
Kansas City, Missouri, bounded on the west by Paseo Midtown
Freeway, on the north by the Missouri River, on the east by
Chouteau Trafficway, and on the south by the Missouri Pacific
Railroad Tracks; NOW, THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the "Riverfront Area Plan", as prepared by
the City Development Department and adopted by the City Plan
Commission on June 6, 1978, be and the same is hereby adopted by
the Council as a guide for the development of the areas described
in said Plan. A copy of said Plan is on file in the Office of
the City Clerk under Document No. 49413, and is incorporated
herein by reference.

Section 2. That the Council finds and declares that before
taking any action on the proposed Area Plan, all public notices
and hearings required by law have been given and had.

PREFACE

This is a plan for the Riverfront Planning Area which is No. 15 of 46 areas for which plans are being prepared by the City Development Department for the City of Kansas City, Missouri.

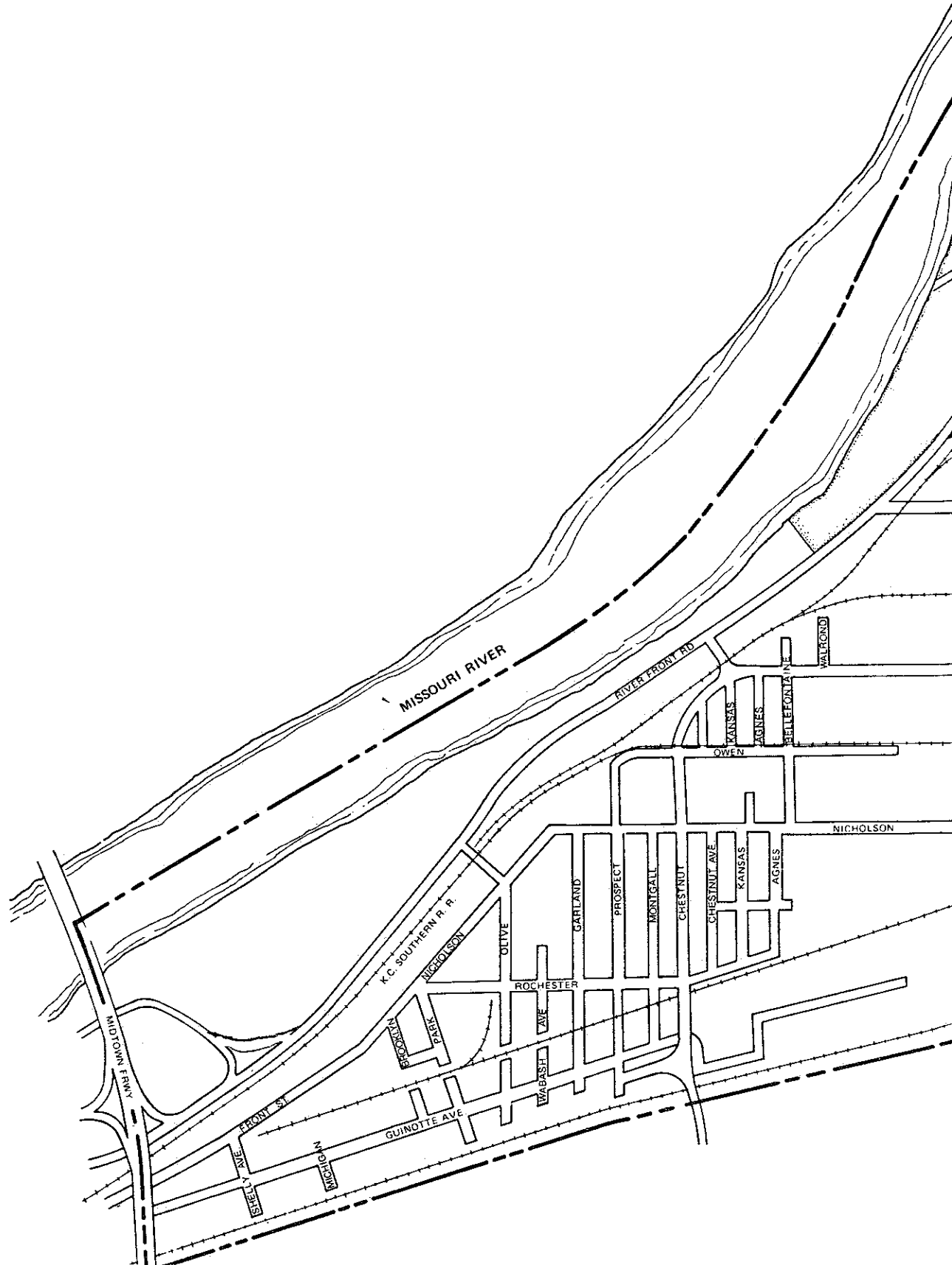
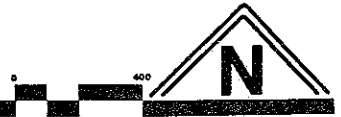
The Riverfront Planning Area boundaries are: Paseo to Chouteau Trafficway, Missouri River to Missouri Pacific Tracks.

During the area planning process, the City Development Department participated at meetings with community organizations, block clubs and interested individuals to encourage resident participation in preparing the area plan. Meetings were also held with business and industrial leaders in the area. The staff provided planning and management services to establish priorities and identify limited public funds available to meet these high priority needs.

This report was prepared by Joseph R. Watson, a planner in the City Development Department. Assistance was given by other City departments and citizens in the area.

This study was financed, in part, by a Comprehensive Planning Assistance Grant from the Department of Housing and Urban Development under Section 701 of the Housing Act of 1954, as amended.

River Front



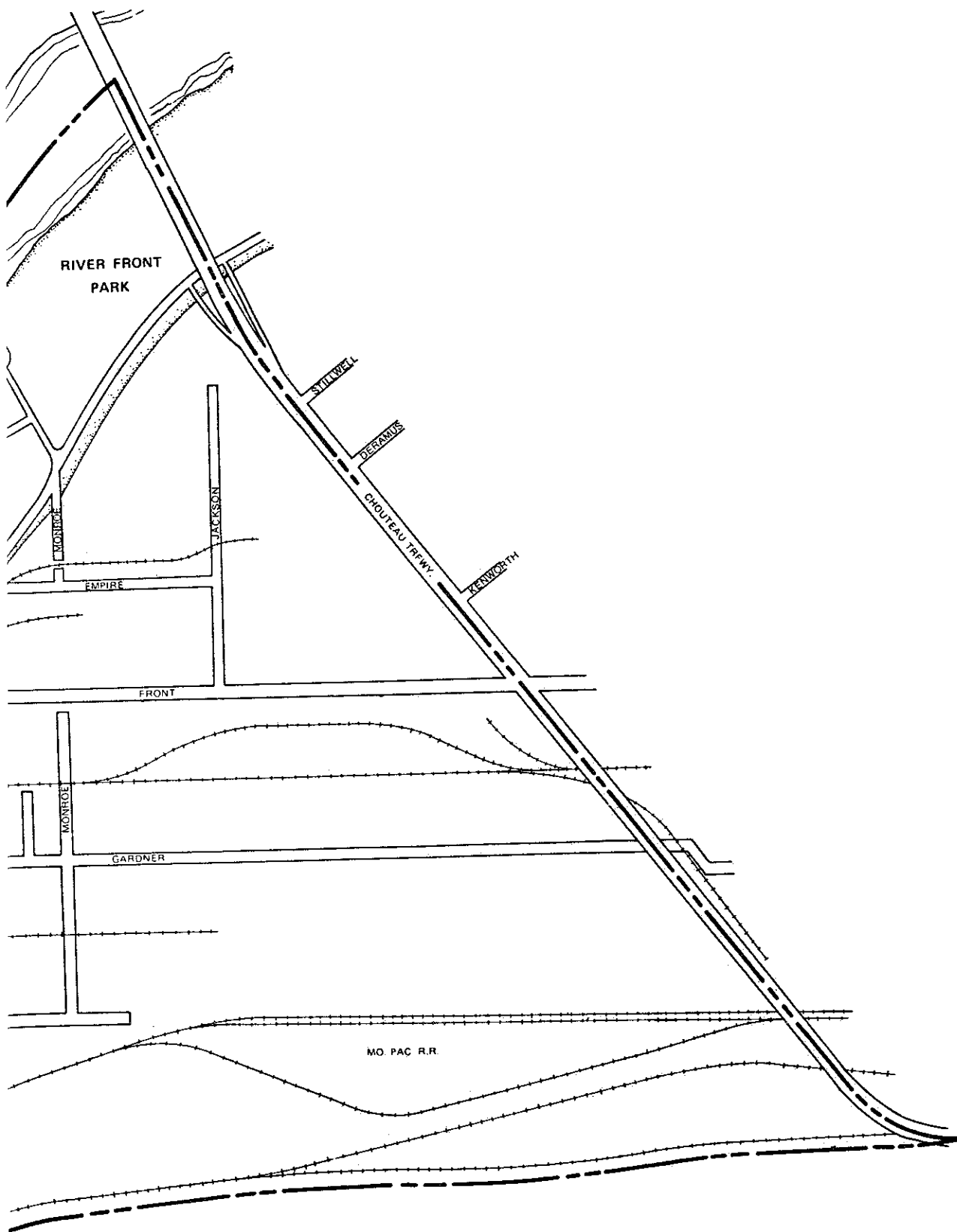


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I. THE RIVERFRONT AREA SERVES TWO
FUNCTIONS - RESIDENTIAL AND
INDUSTRIAL

The planning area has many scattered residential units intermixed with industrial uses. The residential units range from substandard to sound well-kept units.

1. THE PRIMARY FUNCTION OF THE AREA IS INDUSTRIAL

The industrial uses are primarily trucking, milling and warehousing. The area is zoned M2a, heavy industry, and is surrounded by railroads.

(1) Local And Branch Firms Make Up Most Of The
Industrial Uses.

The area contains more than two hundred business and industrial establishments. Home offices comprise about 5 percent of all firms, branch offices 46 percent, and the remaining 49 percent is local.

(2) The Area Provides Employment For Approximately
5,000 Persons.

This ranks the area as one of the larger employment centers in the metropolitan area.

2. THE SECOND FUNCTION OF THE AREA IS RESIDENTIAL

Most of the residential development is bounded by Bellefontaine, North Olive Street, Guinotte and Gardner.

River Front

0

1200'

North

Existing Land Use



Low Density Residential
0-8 Units Per Acre



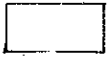
Medium Density Residential
9-28 Units Per Acre



High Density Residential
29 Units and Over Per Acre



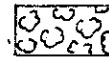
Public/Semi-Public



Vacant



Retail
Commercial



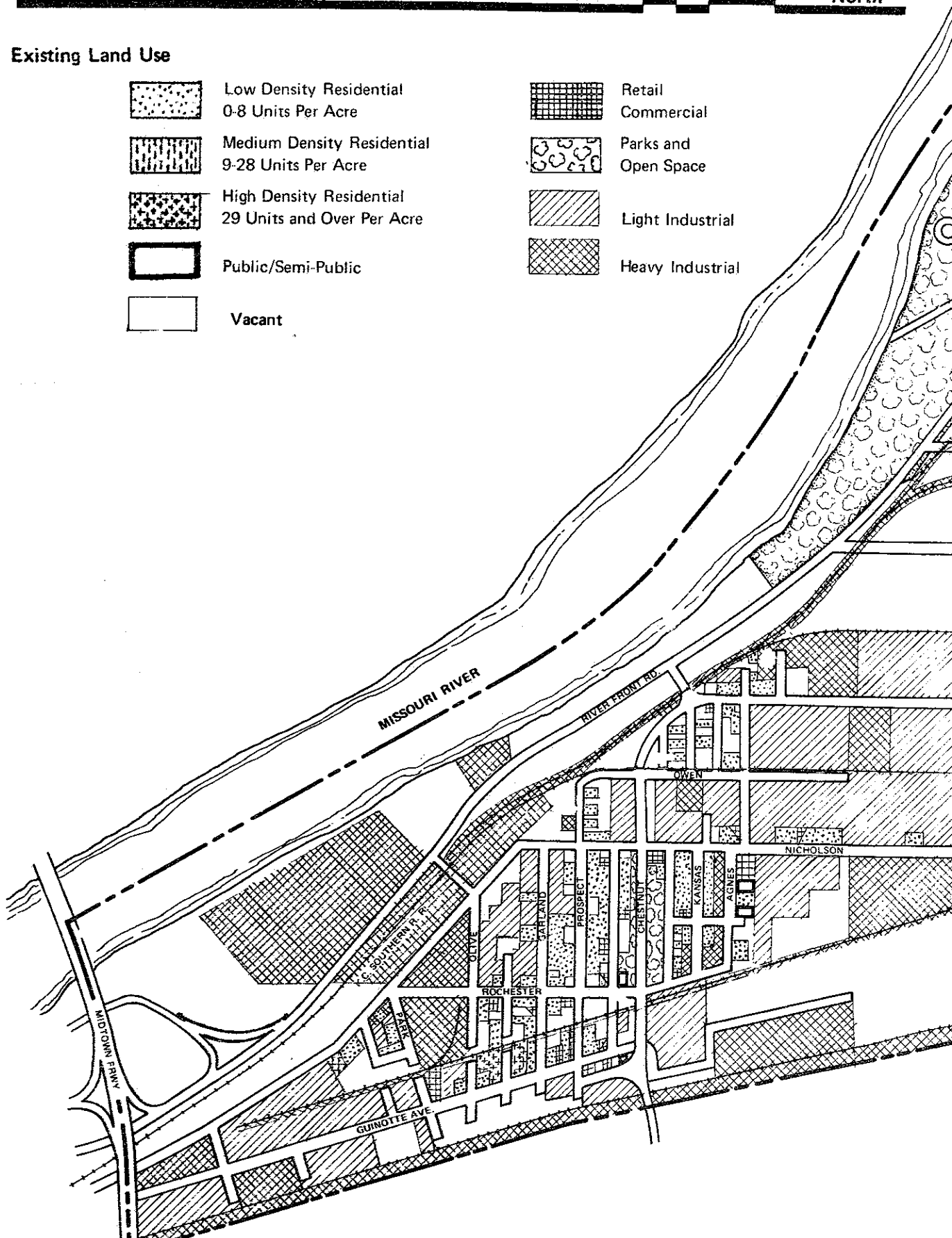
Parks and
Open Space

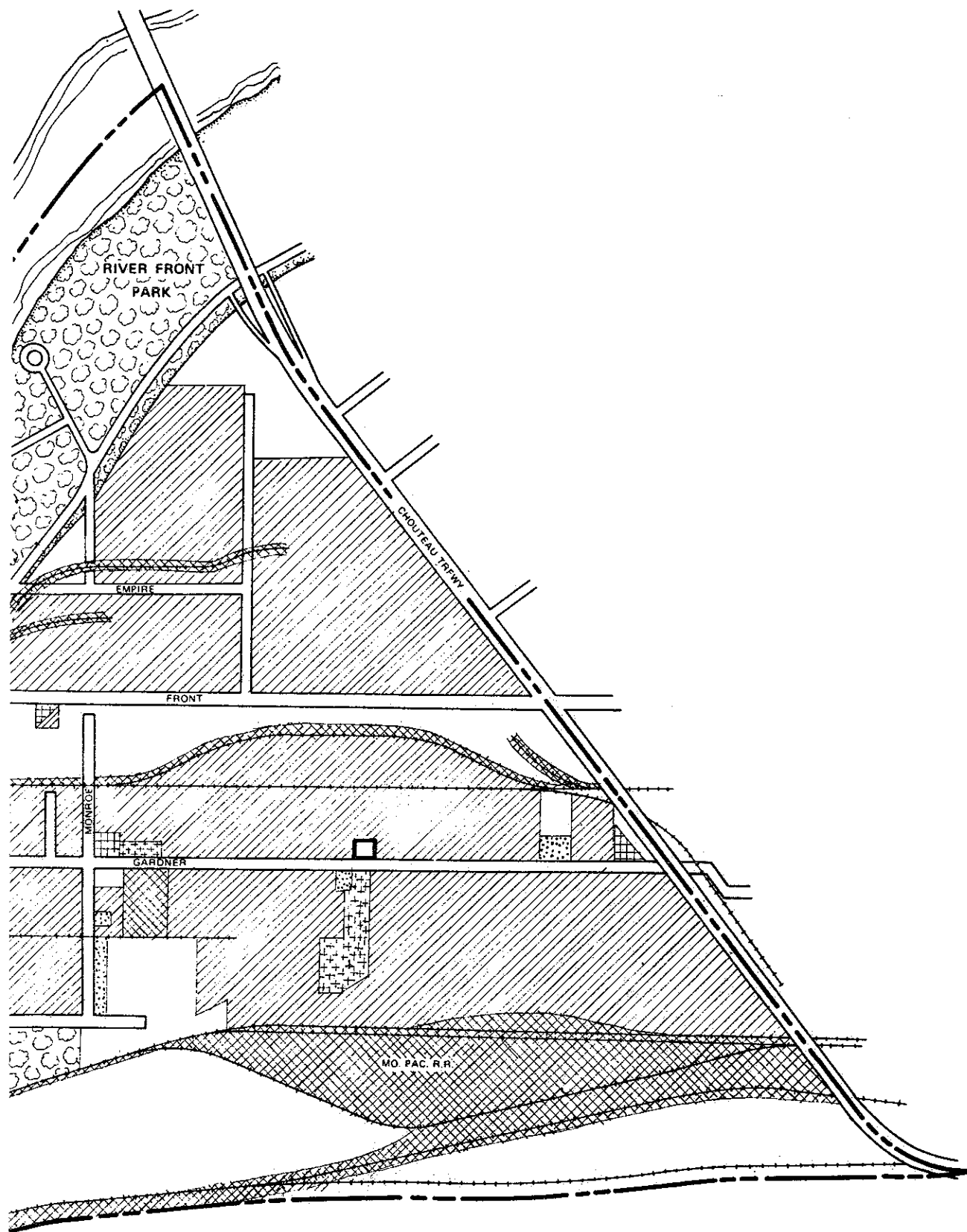


Light Industrial



Heavy Industrial

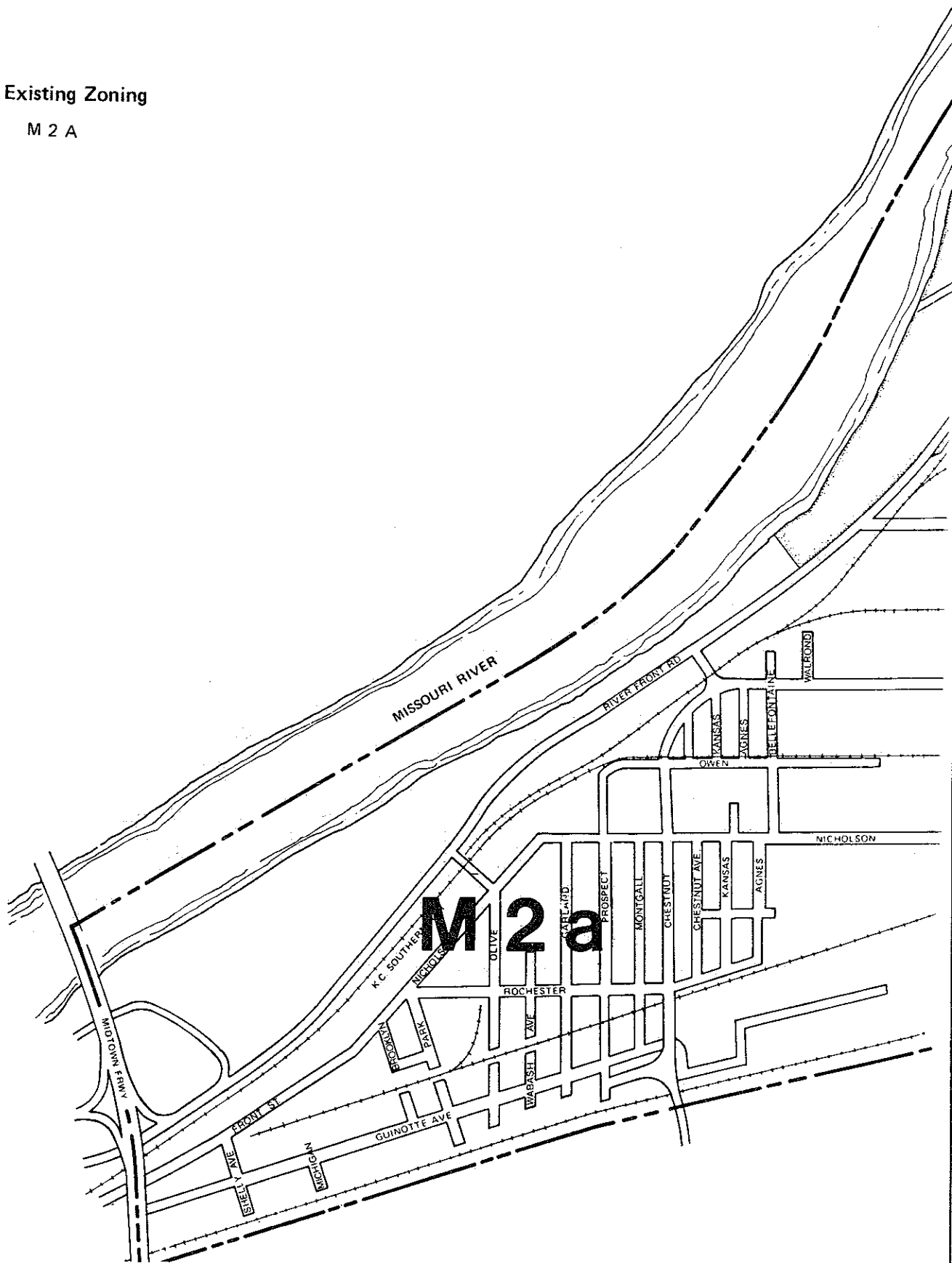


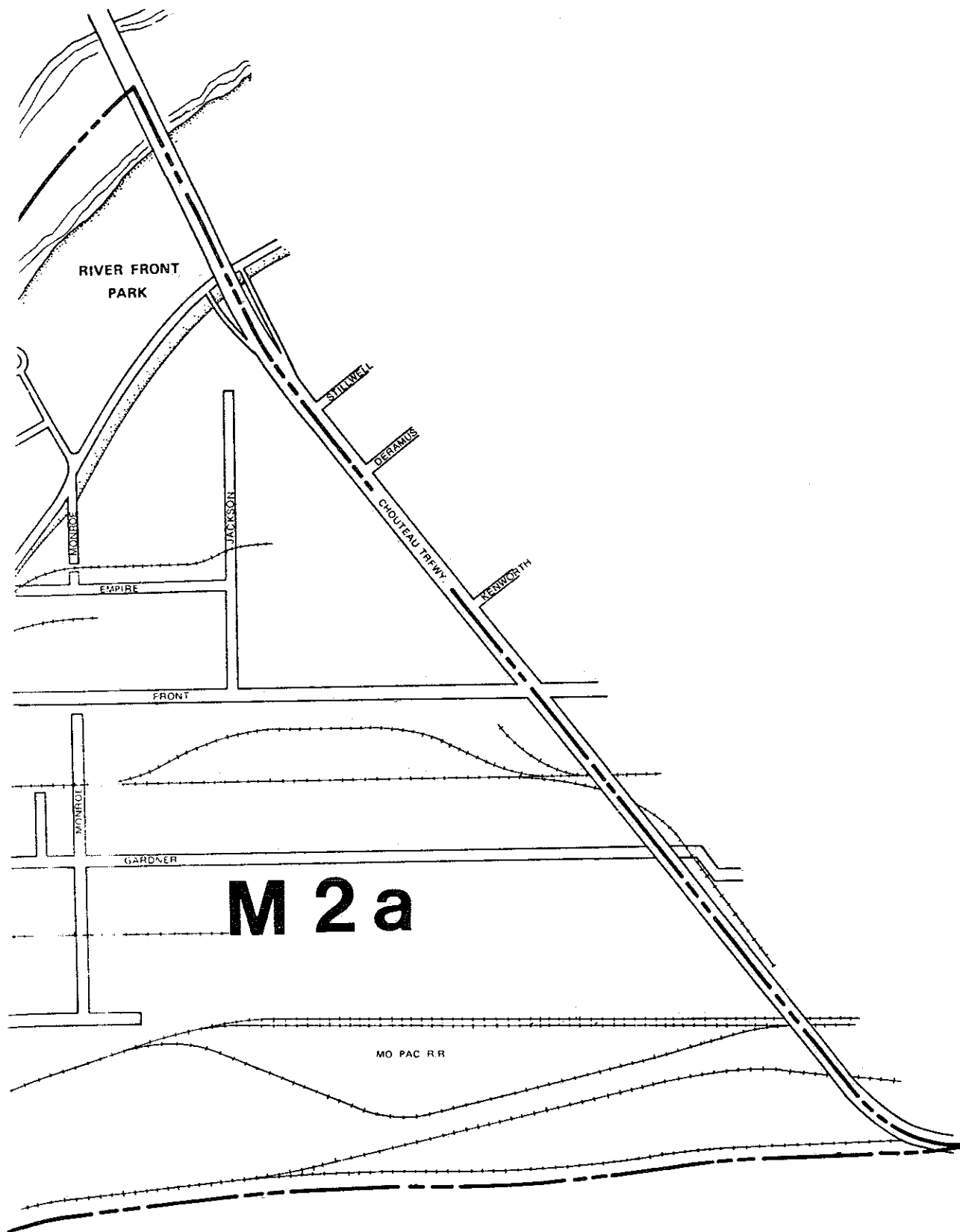


River Front

Existing Zoning

M 2 A





The area is unique in that, at the turn of the century, this was primarily a residential neighborhood. Through the years, the community has dwindled and has been completely encircled by industry.

(1) The Population Has Declined By 25 Percent In The Last Decade.

From 1960 to 1970, there was a 25 percent decline in population. In 1960, the population of the area was 1,863 and by 1970, the population had dropped to 1,358.

Several factors may have influenced the decrease in population. First, the encirclement by industry, creating a less attractive living environment, second, the reduction of public facilities, and finally, the loss of about 20 percent of available housing in the area.

(2) The Area Has A High Owner Occupancy, Low Vacancy Rate.

The dwelling units are almost totally occupied. About 63 percent of the units are owner occupied, 32 percent are renter occupied, and 5 percent are vacant.

(3) There Is A Wide Range Of Structural Conditions Within The Planning Area.

Within the area are many well-kept housing units, and a number of badly deteriorated structures. The majority of the structures, 73 percent, were built prior to 1939.

The lack of capital improvements and the removal, and finally, the closing of public facilities, such as the school, fire stations, and polling place, may have contributed to the present residential decline.

(4) Racially, This Sub-Area Is 98 Percent White.

The area has remained predominantly white during the last three decades.

(5) The Area Is Almost Equally Divided Between Persons Under 21 Years Of Age And Persons Over 21 Years Of Age.

In 1970, there were 570 or 42 percent of the residents ranging from ages 1 through 21, 650 or 46 percent between the age of 21 and 64, and 158 or 12 percent of the residents 65 years old or older.

(6) There Is A High Percentage Of Husband-Wife Families.

Of a total of 356 families, 83 percent are husband-wife families with another 12 percent headed by single-females and 5 percent headed by single males.

(7) The Median Family Income Of The Area Was \$8,408 In 1970.

The median family income was 21 percent lower than the metropolitan area's income of \$10,568. The area still presents a stable economic picture with only 1 percent of

the families below the poverty level. This is less than the 7 percent level of the metropolitan area. Because of the total encirclement by industry, very few young middle-income families are moving into the area.

(8) The Dwellings Are Primarily Single-Family.

Although the area is zoned industrial, the primary residential use is that of single-family residences with the exception of several mobile home parks. There is no public or subsidized housing located in the area.

(9) Dwelling Units Are Surrounded By Industry And Truck Yards.

The residential structures are surrounded by truck companies, truck yards, and light and heavy manufacturing companies. This has an undesirable effect on the residential neighborhood by producing traffic, noise, fumes, smoke and dust.

(10) Utilities That Serve The Area Range From Inadequate To Good.

Generally, sewer lines serve a dual role as sanitary and storm sewers within this area. Because of the elevation and hydraulics and the lack of adequate storm water pumping stations in this area, serious drainage problems and flash flooding occurs after heavy rains.

River Front

0

1200'

North

Sewer Lines

8" – 10"

12" – 15"

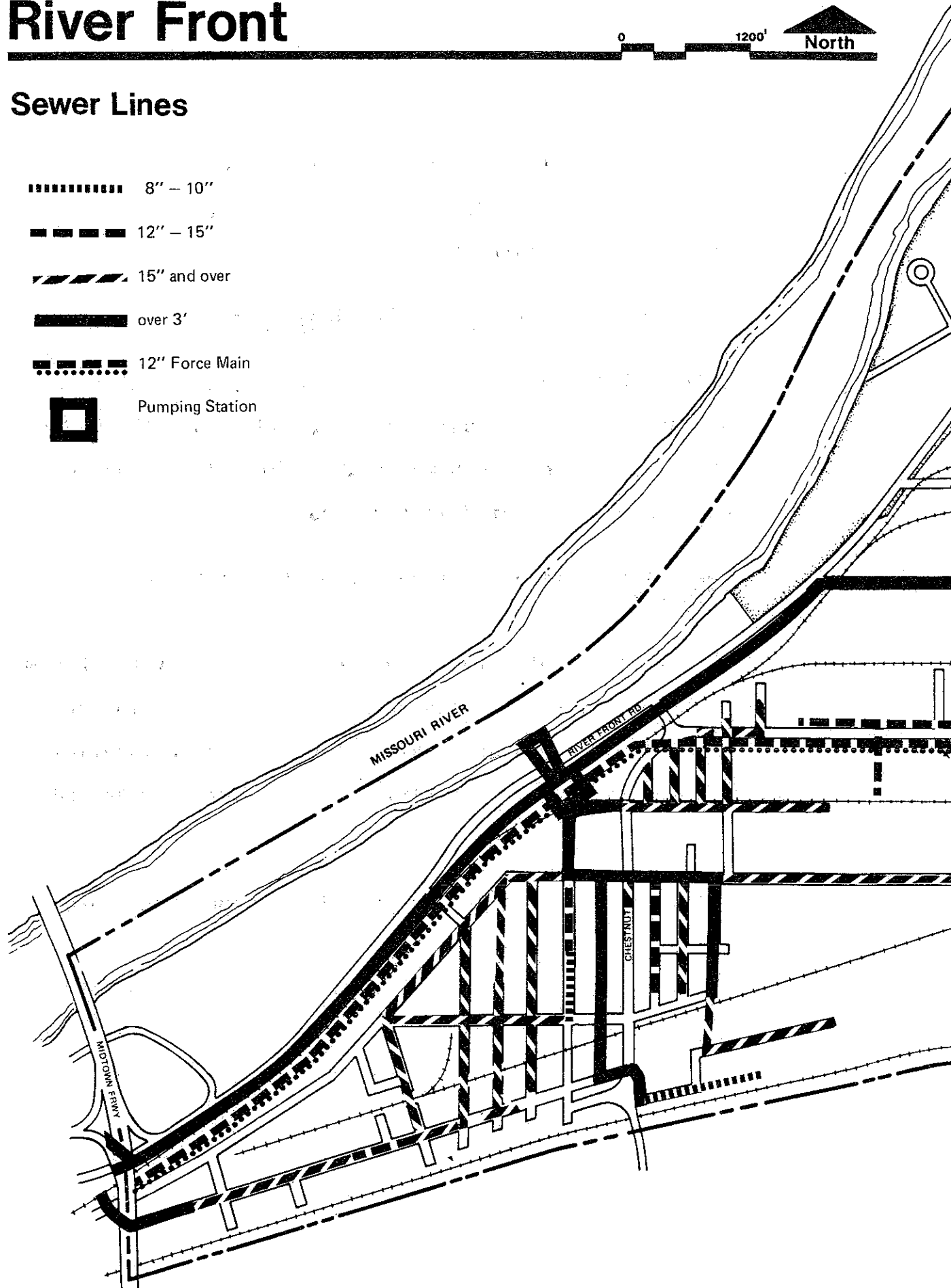
15" and over

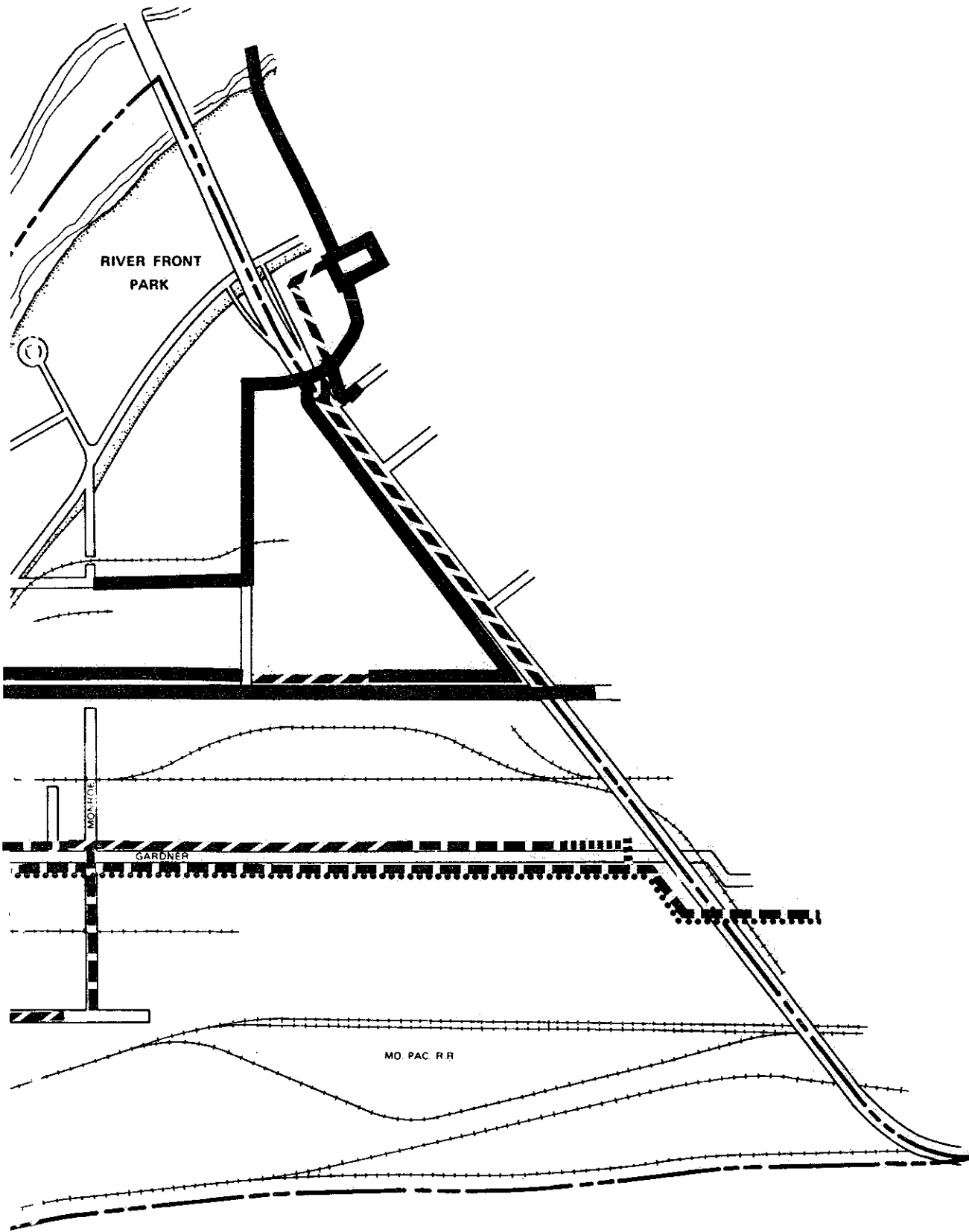
over 3'

12" Force Main



Pumping Station





Further development in the area will require major storm sewer improvements and construction. The water, electric, telephone and gas distribution systems are adequate.

(11) Public Facilities And Services Are Needed.

Recreational facilities in the area serve principally the school age and young adults with two parks, Heim Park and Nicholson Ball Diamond, serving those age groups. There is a need for a recreational/community center to serve the elderly and a playground/nursery facility to serve the pre-schoolers.

Police protection is considered inadequate by the residents and businesses of the area. There are no police stations or patrols within the area. Fire protection is considered minimal by the residents and businesses in the area. As a result of the new fire plan, the fire protection was redistributed. The fire station was removed from the area and new stations were constructed outside the area.

The residents and businesses have voiced their concerns for adequate fire protection. They are basing their concerns on the limited access due to trains and the unfamiliarity of the area by responding companies.

There are no public or private schools located within the area.

3. PRESENT PROBLEMS AND TRENDS COULD LEAD TO THE CONTINUED
DECLINE OF THE RESIDENTIAL NEIGHBORHOOD

- (1) In The Last Three Decades, The Number Of Residential Units Has Diminished And The Industrial Community Has Expanded.

There has been constant friction between the residents and industrial users. Industry sees residential uses and expansion as a lost cause, while residential property owners see industry as a giant slowly devouring them.

- (2) Residents Believe Industrial Zoning Is A Hindrance To Future Residential Use.

The entire planning area is zoned for industrial use which makes it almost impossible to obtain home improvement loans or mortgage insurance on loans.

II. THE AREA WILL CONTINUE TO BE
A MIXTURE OF TWO FUNCTIONS

1. THE INDUSTRIAL FUNCTION WILL CONTINUE TO BE DOMINANT

The industrial function will continue to be dominant due to the location in the metro area and accessibility of major streets, railways and the Missouri River.

(1) Zoned For Industry.

The M2a zoning classification allows almost all types of light and heavy industrial uses. The M2a zoning also allows for residential development and expansion if other requirements are met such as setbacks and sideyards, etc.

(2) New Plants.

Many new industrial buildings have recently been constructed in the area. The outlay of funds for improvements indicate that the industrialists intend to maintain industrial development in the area.

(3) Good Accessibility For Users.

The area is readily accessible from the I-35, I-29, I-70, I-435, Chouteau Trafficway, Chestnut Trafficway, River Front Road and by a number of railway companies.

River Front

0

1200'

North

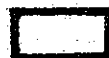
Land Use Plan



Low Density Residential
0-8 Units Per Acre



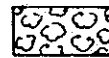
High Density Residential
29 Units and Over Per Acre



Public/Semi-Public



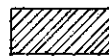
Retail
Commercial



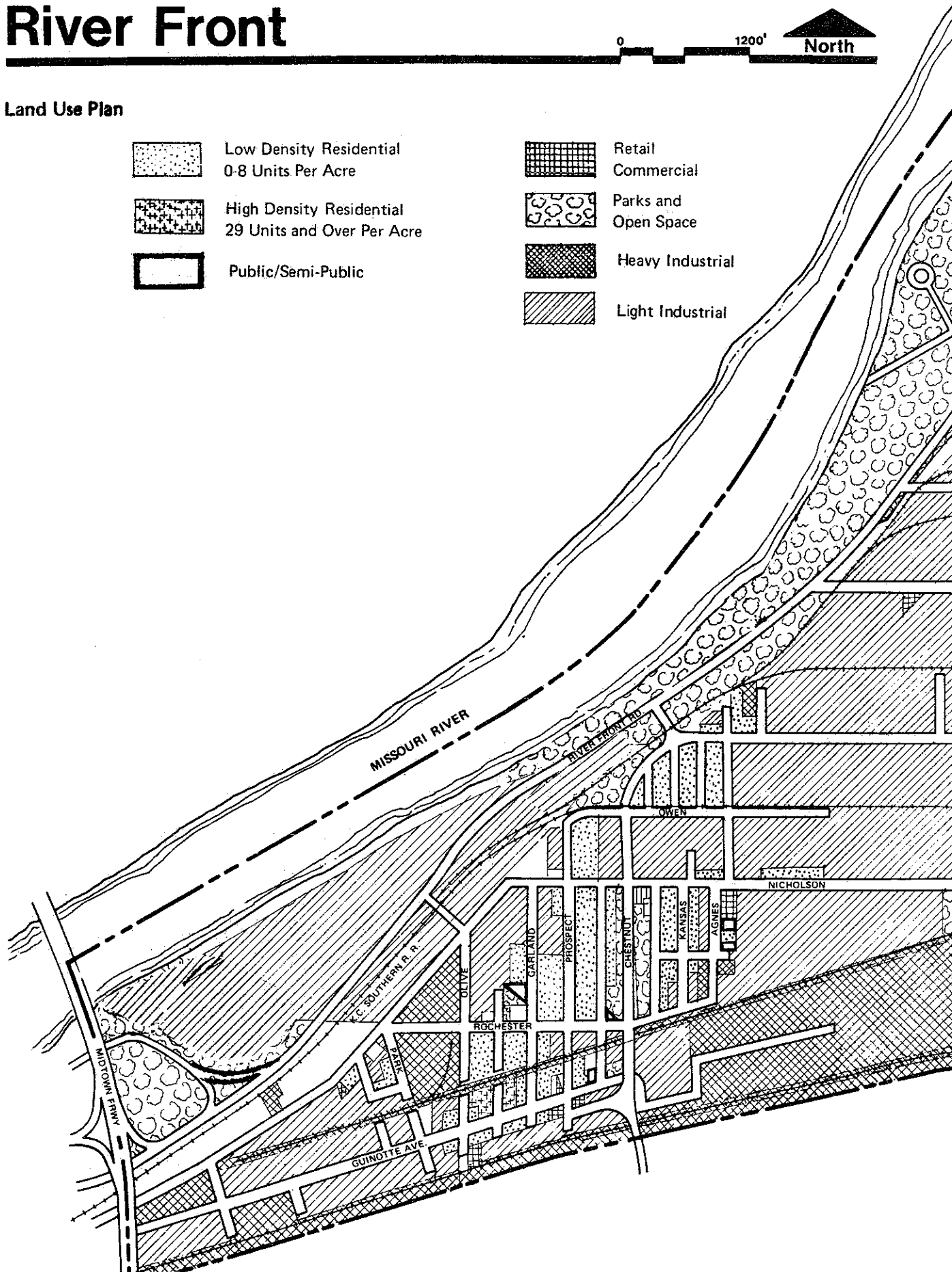
Parks and
Open Space

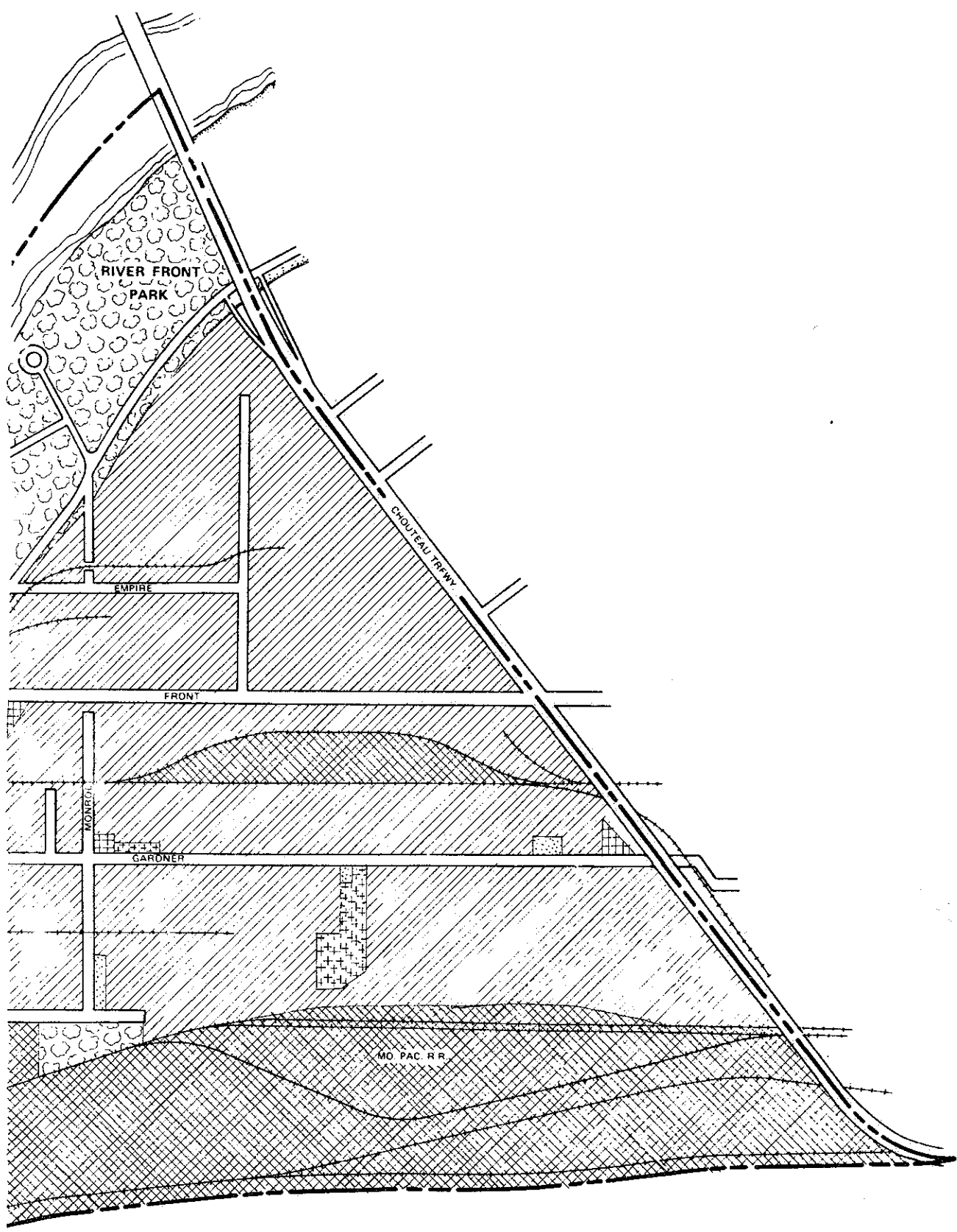


Heavy Industrial



Light Industrial





(4) Good Employment Base.

The area provides jobs for approximately 5,000 people. Large parcels of vacant land near the center of the city make the area a good attraction for an improved employment base for the city.

2. THE RESIDENTIAL FUNCTION WILL CONTINUE AS A SECONDARY FUNCTION

The residential function will continue due to the degree of homeownership within the area. Also, many of the structures are still sound.

(1) Low Vacancy Rate.

The five percent vacancy rate is below the city-wide vacancy rate of six percent. This will remain stable during the planning period.

(2) The Area Will Continue To Serve A White Low To Middle Income Population.

The mean wage or salary income for the area was \$8,414 in 1970 with 97.8 percent of the families earning either a wage or salary. This may decline in the area as people with children leave or others retire.

(3) Good Access To Employment.

Many of the employed residents work in the area.

III. GUIDELINES SHOULD BE ESTABLISHED FOR THE AREA

The intermixing of industry and single-family dwellings has created ill feelings between residents and industrial users. The problem is further complicated by the M2a zoning of the entire area.

1. GUIDELINES TO REINFORCE THE INDUSTRIAL COMMITMENT

- (1) Support Industrial Retention And Expansion Programs.
- (2) Support River Development.
- (3) Encourage New Industrial Development.
- (4) Coordinate Development With Railroads.
- (5) Encourage Flood Insurance Program.
- (6) Support Public Improvements (Streets, Sewer, And Water).
- (7) Sponsor Annual Fix-Up, Clean-Up Campaigns.

2. GUIDELINES TO MAKE THE RESIDENTIAL NEIGHBORHOOD LIVABLE

- (1) Maintain Residential Area.
- (2) Step Up Code Enforcement Program.
- (3) Provide Capital Improvements.

- (4) Enforce Parking Regulations.
- (5) Encourage Flood Insurance Program.

IV. GENERAL ACTIONS THAT ARE NEEDED

1. INDUSTRIAL USES ARE PREDOMINANT: HOWEVER, THERE IS STILL A DEMAND FOR HOUSING

(1) Industrial Uses Should Be Promoted.

- Public improvements should be improved----Maintenance and replacement of public improvements in the area should be made to support other actions. Sidewalks, curbs, and gutters should be constructed or brought up to acceptable standards.
- Improve public transportation to and from the area----This could improve marketability of land in the area for industrial growth.
- Better coordination with railroads is needed----The long delays created by trains blocking major thoroughfares should be minimized. Two or three streets should be kept open. The blocking of some streets for hours should be prohibited.
- New industrial development should be encouraged----Areas that are extremely blighted should be acquired for industrial expansion or off-street parking.
- Off-street parking should be increased----Congestion is created by parking of trucks and autos on narrow streets and hazards are created when motorists are unable to see around parked semi-trailers.
- Improve storm drainage----Existing storm sewers should be improved and, where needed, new storm sewers should be built to reduce flood damage. Additional pumping stations should be programmed for long-range improvements.
- The acreage along the Riverfront between Riverfront Park and the Midtown Freeway belonging to the city should be used for industrial purposes; however, if the land is not used industrially, then it should be developed as an extension of Riverfront Park

(2) Housing Conditions In The Area Should Be Improved.

- Abandoned and dilapidated structures should be removed----The removal of dilapidated structures will improve the appearance of the area.
- Develop a property maintenance demonstration program----A demonstration property maintenance code, with specific emphasis on roofing, wiring, plumbing and heating systems, to assist families economically unable to comply with present city-wide codes should be developed and implemented.
- Provide services for the residents----Services such as weed abatement and street maintenance are not adequate. A program to provide these services should be implemented.
- A grounds inspection program should be implemented----Junk cars, broken furniture and general debris should be removed from lots and yards.
- A community center is needed----A centralized community meeting place and activity center should be established and maintained for residents. There are three abandoned public buildings, one of which could be used for these purposes.
- Bus service should be improved to include Sundays and holidays----Night service should be extended.
- Stricter enforcement of ordinance sections 24.9, 25.4, 25.6 and 28.30
 - Sec. 24.9 Motor vehicles, testing or repairing----Between the hours of 10:00 p.m. and 6:00 a.m., no person shall engage in the work of testing, adjusting or repairing any motor vehicle, or any accessory thereof, at any public garage or repair shop located within one hundred and seventy-five (175) feet of any building used for residence purposes. (R.O. 1956, S. 39.820)

- Sec. 25.4 Certain businesses near residences----(a) No business or enterprise, the conduct of which causes or produces any noises, vibrations, smoke, dirt, dust, odors or gases to such extent as to be detrimental or injurious to the comfort, peace or health of other persons, shall hereafter be located and conducted within one hundred fifty (150) feet of any building used exclusively for residence purposes at the time of the location of such business or enterprises, nor shall any building be erected or constructed for the purpose of conducting any business or enterprise therein at a place where the conduct of such business or enterprise shall be unlawful under the terms of this section.

(b) No permit shall be issued for the erection of any building intended to be used for the purpose of conducting any business or enterprise to be located at a place where the conduct of such business or enterprise shall be unlawful under the terms of this section. (R.O. 1956, S. 38.040)

- Sec. 25.6 Decayed food, refuse, other substances on private premises----
No person shall suffer or allow any putrid or unwholesome meats or fish, decayed fruits or vegetables, refuse, offal, excrement, chamber lye or other filthy or offensive substance or thing to be or remain in or upon any house, building, lot or premises owned or occupied by him or under his charge or control. (R.O. 1956, S. 38.060)

- Sec. 28.30 Obstructing streets; time limits----(a) No conductor, engineer, fireman, brakeman or other person in charge of any locomotive, tender, car or train of cars shall obstruct or cause to be obstructed, any street or sidewalk within the congested district in the city, which is that part of the city north of the south line of Nineteenth Street and west of the east line

of Troost Avenue, with any such locomotive, tender, car or train of cars, or in any manner obstruct or cause to be obstructed the free and clear passage for vehicles and pedestrians along the same, for longer than five (5) minutes when any such locomotive, tender car or train of cars is not moving nor for longer than ten (10) minutes when in motion. The period of obstruction shall be not longer than ten (10) minutes in any other part of the city. No conductor, engineer, fireman, brakeman or other person in charge of any such locomotive, tender, car or train of cars shall at any time stop, or cause or allow the same to be stopped or moved so slowly in, over or upon any street crossing for any purpose whatsoever so that the obstruction of any such crossing either by the locomotive, tender, car or train of cars of any railroad or in conjunction with that on any other railroad shall be longer than ten (10) minutes at one time.

(b) No yardmaster, superintendent of terminals or other officer or vice principal with any railroad shall run or manage, or cause, permit, order or direct to be run or managed, any such locomotive, tender, car or train of cars in such a manner as to necessitate a violation of this section.

(c) Any person mentioned in this section who shall have been arrested for a violation thereof, may, at the discretion of the judge of the municipal court, be discharged without penalty, if it be found that such violation was necessitated by the order or command of any such yardmaster, superintendent of terminals or other officer under whom such person may at the time have been working; provided however, that no such person shall be thus discharged unless he shall first disclose the name of such yardmaster, superintendent of terminals or other officer to the court, and shall testify in court as to such orders, when

the yardmaster, or superintendent of terminals who made them shall have been arrested and be on trial therefore. (R.O. 1956, S. 48.250; R.O. S. 58.940, amend. by Ord. No. 24239, 3-4-60)

2. TRANSPORTATION IMPROVEMENTS WILL BENEFIT BOTH INDUSTRY AND THE RESIDENTS

The major street plan recommends several improvements and changes within the planning area.

(1) Improvement Of Front Street Should Be A Top Priority.

The major street plan calls for the upgrading and extending of Front Street from I-435 to I-29 at primary standards.

(2) A Grade Separation At Kansas Avenue Is Needed.

A grade separation of Kansas Avenue at the Kansas City Southern tracks south of Riverfront Road and an interchange with Riverfront Road is recommended to improve access and reduce delays for motorists traveling between I-29 and the industrial area to the east of the interstate and south of the railroad. Kansas Avenue presently carries over 10,000 vehicles a day just south of Front Street and motorists cross the Kansas City Southern tracks at grade. A large number of trains cross this location causing significant delays.

River Front

0

600'

N

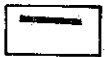
Suggested Street Improvements



Improved or Built to Primary Standard



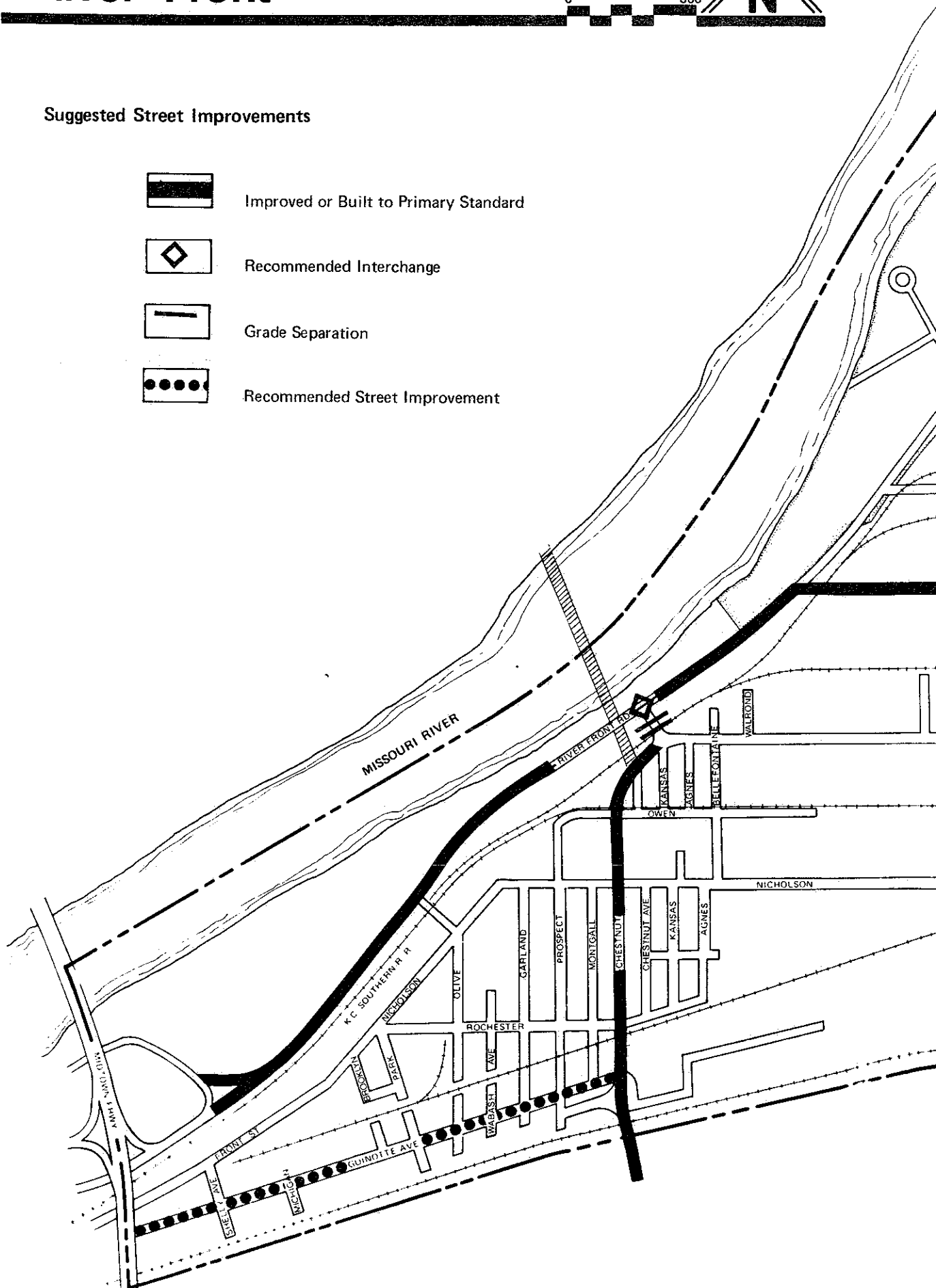
Recommended Interchange

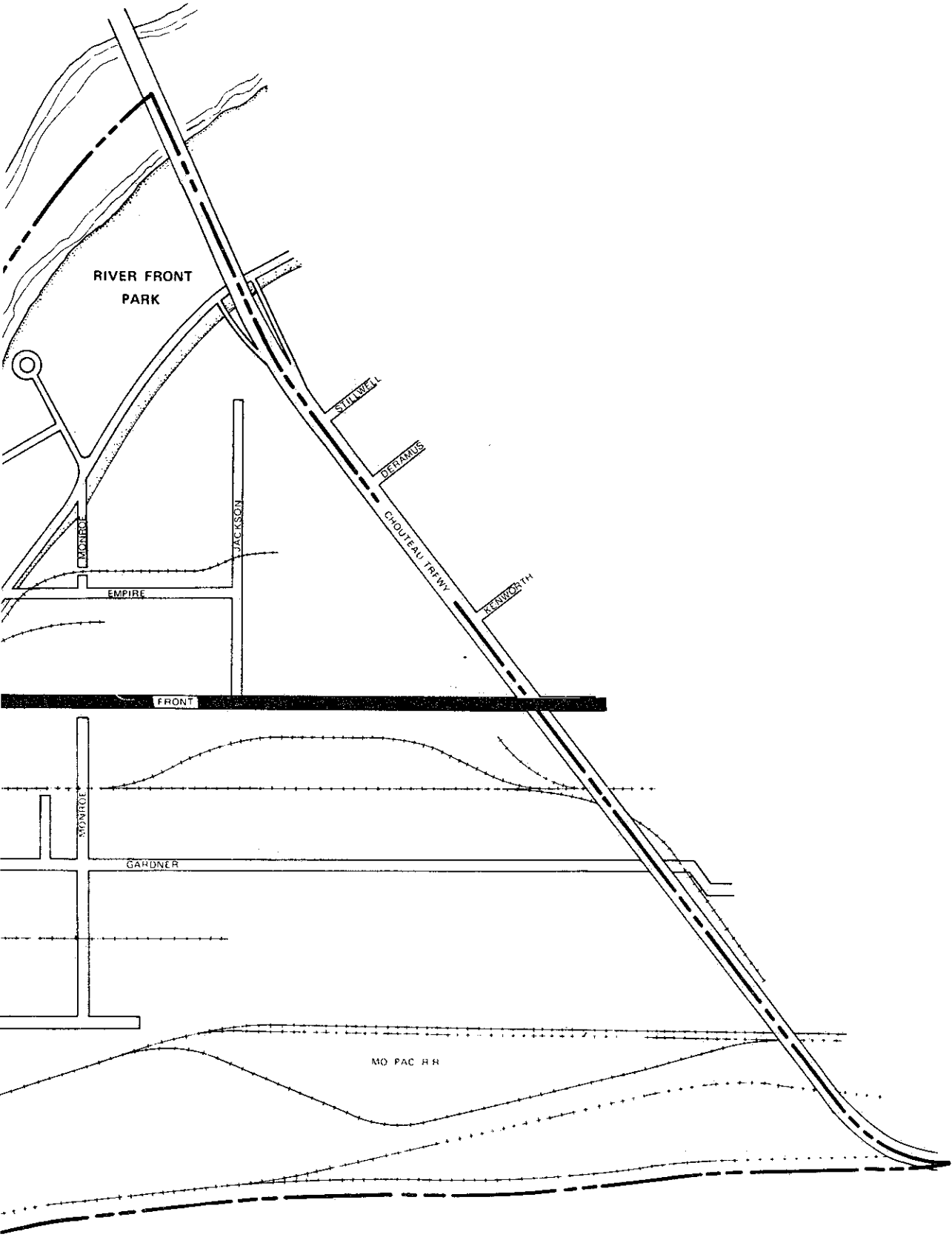


Grade Separation



Recommended Street Improvement





- (3) Several Street Improvements In The Area Would Improve Traffic Flow.

Street improvements along Guinotte Avenue, Chestnut and Gardner to better serve the residents and the planned industrial expansion to the east are needed.

- (4) Extended Transit Routes And Hours Would Be Helpful To The Residents.

It is recommended that the regular transit route #27 loop be extended to Agnes.

3. HISTORICALLY OR ARCHITECTURALLY SIGNIFICANT STRUCTURES SHOULD BE PRESERVED

The following structures have been identified by the Landmarks Commission as landmarks:

501-17 N. Montgall Avenue	-	Ferd Heim Brewing Co. - 1901 Charles A. Smith, architect Huck & Sexton, builders
2701 Guinotte	-	Old Fire Station #20 - 1903
809 N. Agnes	-	St. Frances Seraph Catholic Church - 1924 Brinkman & Steele, architects
2715-17 Rochester	-	c. 1870 commercial/residence
713 N. Chestnut	-	c. 1890 double cottage
2535 Guinotte	-	c. 1930 D.X. Gas Station

2107 Front Street	- Residence - c. 1880
2023 Front Street	- Residence - c. 1890
2019 Front Street	- Residence - c. 1890
2600 Front Street	- Speas Vinegar Company - c. 1895
1400 Guinotte Street	- Smith & Son Manufacturing 1904
2400 Guinotte Street	- Residence - 1902
2402-2404 Guinotte St.	- Residences - 1902
2529 Guinotte Street	- Residence - 1907
2618 Guinotte Street	- Residence - 1905
2722 Guinotte Street	- Heim Brewing Company 1886-1888
2917 Guinotte Street	- General Mills Company 1915
2334 Rochester	- Ralston Purina Company 1900, 1906, 1917, 1961
3201 Nicholson Avenue	- Water Department - c. 1925

In addition to the list above, one other structure has been recommended:

726 North Garland	- Garland Avenue United Methodist Church - pre-1900
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4. MAJOR DEVELOPMENT SHOULD BE LIMITED DUE TO POSSIBLE FLOODING

Studies by the Corps of Engineers are presently underway to determine the probable flood hazards in the area but, at this time, the zones have not been established. The area is protected primarily by the levee and dikes.

Once these studies have been completed, recommendations for floodproofing existing buildings and guidelines for any new construction will be given.

5. AN ACCELERATED PROGRAM OF FIRE DEPARTMENT INSPECTIONS
SHOULD BE IMPLEMENTED

The Fire Department should make routine inspections of residences and small businesses to identify possible fire hazards and make the occupants aware of these hazards.